



## **ANTELOPE VALLEY CLEAN CITIES COALITION**

### **PROGRAM PLAN 2001-2005**

**(formerly the Lancaster Clean Cities Coalition)**

**Developed by:**

**The Antelope Valley Clean Cities Coalition  
with contractor support from  
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## WHAT IS CLEAN CITIES AND WHY IS IT IMPORTANT TO THE ANTELOPE VALLEY?

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Today, more than half of the oil used for transportation in the United States is imported. Every year, we increase our dependence on imported oil—which increases the trade deficit, costs us jobs and undermines our national security. In addition, vehicle emissions are the single largest contributor to air pollution in many communities—including The Antelope Valley—making our air unhealthy to breathe and increasing our health care costs.

To help address those problems, Congress passed the Energy Policy Act of 1992 (EPAAct). EPAAct included a goal of reducing America’s dependence on foreign oil by 30 percent by 2010. One of the resulting programs to help achieve that goal was the establishment of the Clean Cities Program.

Clean Cities is a *locally-based*, voluntary government/industry partnership coordinated by the U.S. Department of Energy (DOE) to expand the use of alternatives to gasoline and diesel fuel. The current list of alternative fuels under EPAAct includes electricity, ethanol, methanol, natural gas, liquefied petroleum gas (propane), and biodiesel.

### Why is DOE Involved?

DOE is committed to energy use in America’s transportation sector that is more efficient, less dependent on foreign sources, environmentally-friendly, sustainable and safe. DOE’s Clean Cities program is designed as an umbrella to structure the approach used to achieve the objectives established by both EPAAct and the Clean Air Act Amendments. The structure and format of the Clean Cities Program provide a forum for local coalitions to network nationwide.

### How Does Clean Cities Work?

Clean Cities is founded on the principle that our nation’s objectives are best accomplished by motivated individuals working together to reach a common goal. That’s why Clean Cities is voluntary and encourages teamwork. Although the program is voluntary, communities like the Antelope Valley that wish to become an official member of the Clean Cities network must meet certain requirements. These requirements provide a format that ties the activities of the many local coalitions into a cohesive national program with the ability to achieve national goals.

By combining local decision-making with the voluntary action of partners, the “grass-roots” approach of Clean Cities departs from traditional “top-down” federal programs. It creates effective programs carried out at the local level—the building blocks of DOE’s goal to create a sustainable nationwide alternative fuels market. Building on local initiative, Clean Cities serves to focus and coordinate the activities of both public and private sector proponents of alternative fuel vehicles (AFVs) by providing them with a forum to discover commonalities, collaborate on public policy, investigate opportunities for

joint projects, avoid unnecessary conflicts, leverage scarce resources and cooperate on promoting the benefits of AFVs in their communities.

As the Clean Cities program has matured and expanded, the program has become “local market places” where people can gather to learn what’s required, what’s available, how to purchase an AFV, and where to fuel it—in other words, all the transactions necessary for a market to develop. In the program’s first five years, more than 80 communities have become “Clean Cities,” enabling the deployment of more than 240,000 AFVs in both public and private fleets and helping build more than 4,000 alternative fueling stations. These vehicles will have reduced oil use by an estimated 100 million gallons per year and emissions by an estimated 40,000 metric tons through 2005.

While Clean Cities provides communities with tools, such as training, publications, a national program web site and networking opportunities, the overall success of the Clean Cities Program lies with the local coalition. Like the Antelope Valley Clean Cities Coalition, each local coalition is responsible for building its own group of stakeholders, holding meetings, identifying a coordinator, determining goals and developing and implementing an action plan to achieve those goals.

### **Why Should The Antelope Valley Continue to Be One of the Clean Cities?**

The Antelope Valley, with its steady growth, is part of the ever-expanding increase in the use of imported oil and the increased air pollution associated with vehicles. Vehicle emissions are the single largest contributor to air pollution in the Antelope Valley—making the air unhealthy to breathe and increasing local health care costs.

The national and local problems associated with using imported oil for transportation can be addressed by expanding the use of alternative fuels in local communities like the Antelope Valley. By participating in a national network designed to develop long-term, sustainable markets for alternative fuels and vehicles, members of the Antelope Valley Clean Cities Coalition will obtain several benefits, including:

- **Help improve air quality**  
By purchasing and operating AFVs, members of the Antelope Valley Clean Cities Coalition will help achieve the Air Pollution Control District’s air quality goals, reducing ozone-causing pollution as well as carbon monoxide and particulate matter. This will help ensure quality of life and protect the continued growth projected for the Antelope Valley. As momentum among AFV users increases, emissions reductions also will increase and the entire community will benefit.
- **Cooperatively solve transportation problems**  
By participating in Clean Cities, fleet operators can work together to discover and solve common problems, create economies of scale in purchases, leverage capital resources and

address common issues. Members of the Antelope Valley Clean Cities Coalition also can have a united, common voice with the state legislature and state and local regulatory agencies who monitor and revise public policy.

- **Facilitate alternative fuel vehicle availability and purchase**  
Clean Cities stakeholders can work together to create local market demand for AFV products and communicate AFV needs to manufacturers so that the vehicles they need will be available. Clean Cities members also can work together to obtain the best prices, standardize contracts and purchasing, and other measures to assist them in the vehicle purchase process.
- **Expand fueling infrastructure**  
Expanding AFV fueling infrastructure is one key to increasing the number of AFVs operating in the Antelope Valley area and making them more convenient to operate. By working in concert, Clean Cities stakeholders can help ensure that fueling stations are properly located and sized, provide adequate fueling pressures and are “customer friendly.” Participating in Clean Cities also will help ensure that fueling is more cost-effective and convenient.
- **Create new jobs and commercial opportunities**  
In each of the Clean Cities, the use of AFVs creates new jobs and business opportunities for vehicle dealers, vehicle service organizations, community colleges and technical schools, fuel retailers and others. This helps keep the economy of the Antelope Valley healthy and thriving.
- **Obtain special eligibility for DOE funding and grants**  
As a member of the Clean Cities network, the Antelope Valley Clean Cities Coalition is eligible to compete for funds under DOE’s State Energy Program Special Projects grants. These funds can be utilized to help pay for vehicle purchases, fueling station upgrades or additions and other related projects. In addition, special consideration is given to Clean Cities in certain DOE and other federal grant programs on a regular basis. Therefore, by continuing to be a member of Clean Cities, the community will have access to potential funding to help fleet operators continue to purchase and fuel AFVs.

Clean Cities has brought many benefits to the Antelope Valley and will continue to do so into the next millennium as long as the community remains a member of the Clean Cities network.

## LOCAL BACKGROUND

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### Area Description/Coalition Snapshot

#### *Antelope Valley...The Golden Corridor*

The Antelope Valley encompasses 1,300 square miles including Lancaster, Palmdale and portions of Los Angeles County, California. Located just 55 miles north of the City of Los Angeles, the total population in the Antelope Valley is about 400,300 residents. With California's most affordable real estate, the amenities of a large metropolitan area and relaxed lifestyle, the Antelope Valley has attracted thousands of new residents in recent years and has become known as California's "golden corridor."

Accelerated growth for the Antelope Valley is predicted to continue well into the 21<sup>st</sup> century. The Southern California Association of Governments estimates that the entire population of Southern California, not including the San Diego area, is predicted to grow by 6.5 million by the year 2020. Because much of the Los Angeles basin is already developed, newer populations are projected to migrate to various expansion areas, including the Antelope Valley, in very predictable patterns.

**Therefore, the Antelope Valley is projected to grow from its current population of 400,300 to 1.2 million by the year 2020**, with approximately 1/7th of the new Southern California growth migrating to the Antelope Valley. This means that the population potentially will quadruple in the next 20 years, which equates to four times the residents, four times the vehicles, four times the infrastructure and four times the housing in the area now.

The growth prediction may sound unreasonable, but actually it is only a growth rate of 6.8% compounded annually, which has been the average growth rate for the Antelope Valley for the past several years. This rapid growth in the Antelope Valley is attributable to several factors, including extremely affordable Southern California land prices for industry, some of the most affordable homes in Southern California, a large, available work force at all skill levels, designations as both a Foreign Trade Zone and a California Enterprise Zone and a moderate, four-season climate.

Aerospace is the largest industry in the Antelope Valley. AVTEL, Boeing North American, Lockheed Martin, Northrop Grumman, NASA and BAE are all located in the area. Other types of manufacturing are also thriving in the Antelope Valley. Senior Systems Technology (electrical components), Anderson Barrows (plumbing parts), Deluxe Financial Services (checks and financial documents), Rexhall Industries and Lance Campers (recreational vehicles) are examples.

Between 35 and 40% of the Antelope Valley population commutes into Los Angeles to work each day.

However, the number of local jobs is increasing, with 53% of the local businesses hiring new workers during 1999.

### ***Growth, Coupled with Geography, Impacts Air Quality***

The Antelope Valley Air Pollution Control District (AVAPCD) is currently designated by the U.S. Environmental Protection Agency (EPA) as a severe non-attainment area for ozone (O<sub>3</sub>). A large portion of this pollution is created by “transport” effects from the South Coast Air Quality Management District—in layman’s terms, the wind patterns and the mountains surrounding the Antelope Valley cause Los Angeles ozone pollution to blow into the area and become somewhat trapped by the mountains.

In addition, the Antelope Valley currently faces the challenges that many fast-growing areas confront, including the increased traffic associated with adding large numbers of new residents each month. Annual vehicle miles traveled in the Antelope Valley are on the rise, which consequently increases both traffic congestion and air pollution. Therefore, improving air quality will continue to be of great concern as the population increases significantly through the year 2020.

### ***The Lancaster Clean Cities Coalition***

Becoming a member of the Clean Cities program was a natural extension of the City of Lancaster’s “Blue Sky Project,” a synergistic program focused on a clean environment, improved transit and transportation facilities with emphasis on alternative fuel vehicles, attraction of new technology industries and the preservation of a quality community for its citizens.

The Lancaster City Council endorsed the “Blue Sky Project in March 1994. Shortly thereafter in August of that same year, Lancaster submitted its Clean Cities program plan to U.S. Department of Energy. On September 22, 1994, Lancaster, California was officially designated as the fifteenth member of the Clean Cities program. The thirteen original stakeholders included: Antelope Valley Schools Transportation Agency, the California Energy Commission, the California Environmental Protection Agency, CALSTART, the City of Lancaster, U.S. General Services Administration, Los Angeles County, Western Propane Gas Association, the South Coast Air Quality Management District, Southern California Association of Governments, Southern California Edison, Southern California Gas Company and the U.S. Department of Energy.

According to the DOE Clean Cities web site, at the time of designation, the officially-reported number of alternative fueled vehicles (AFVs) was 357 “fuel unspecified.” There also were 20 fueling sites reported in the Lancaster area. It is now known that those numbers were significantly overstated, and an accurate count from 1995 is not available.

Brian Hawley, Community Development Director for the City of Lancaster, served as Coordinator



since 1995. Due to staff reductions at the City of Lancaster, the momentum for the Lancaster Clean Cities Coalition waned during the 1997- 1998 time frame and the Coalition became unofficially “inactive.” However, with the creation of the Antelope Valley Air Pollution Control District in 1997, interest in alternative fuels soared and Clean Cities Coalition efforts were revived. (See “The AFV Market in the Antelope Valley” for further description of renewed and successful AFV efforts.)

The primary alternative fuels of choice are natural gas, electricity and propane. There are currently 6 public fueling/charging stations, 7 private charging stations 133 natural gas vehicles (NGVs), 15 electric vehicles, 10 propane vehicles and 32 flexible-fueled vehicles operating in the Antelope Valley.

### ***The Lancaster Clean Cities Coalition is Seeking Re-Designation as the Antelope Valley Clean Cities Coalition***

In 1997, the Antelope Valley Air Pollution Control District was created, declaring “independence” from the South Coast Air Quality Management District. It was formed after an Antelope Valley Board of Trade task force found that separating from the South Coast District would provide the best climate for industrial development and air quality benefits for the Antelope Valley.

In September 1996, Governor Pete Wilson signed Assembly Bill 2666, introduced by then-Assemblyman, now state Senator, William J. “Pete” Knight. The bill removed the Antelope Valley from the jurisdiction of the South Coast Air Quality Management District and gave the Antelope Valley authority to create its own district effective July 1, 1997.

The Antelope Valley Air Pollution Control District now enters its fourth year, having successfully achieved a locally-controlled air quality district. The office is maintained in Lancaster and is staffed full time to meet the air quality regulation needs of the region.

Since the Antelope Valley is now an independent air district, it is logical that the re-designated and revitalized Clean Cities Coalition also encompass the entire Antelope Valley region. This will allow more effective use of resources, including funding of AFV projects, infrastructure development and community outreach.

### ***AFV Advances Since 1994***

Since 1994, the Lancaster Clean Cities Coalition added 15 stakeholders, including private industry. The additional members include Antelope Valley Air Pollution Control District, Antelope Valley Press, Applied LNG Technologies, Antelope Valley Transit Authority, City of Palmdale, Pinnacle CNG Systems, Delta Liquid Energy, Lockheed Martin, Greater Antelope Valley Economic Alliance, Pyramid Services, Rite Aid, Waste Management, Calandri Farms, United Parcel Service (UPS), and the Mojave Desert Air Quality Management District.

Other original stakeholders have become inactive, including the California Environmental Protection Agency, Cal-START, Western Propane Gas Association, and the South Coast Air Quality Management District.

Although it is certain that the number of AFVs has increased since 1995, because of the inaccurate original vehicle inventory, it is not possible to calculate the exact number or percentage of increase. Currently, the number of AFVs operating in the Antelope Valley is 190, including 133 NGVs, 15 electric vehicles, 32 FFVs and XXX propane vehicles. There is one public-access natural gas fueling station, 12 electric charging stations (5 public, 7 private) and roughly XXX public-access propane stations. Five additional natural gas fueling stations are planned for the 2001-2005 time frame.

### ***The AFV Market in the Antelope Valley is Thriving***

With the creation of the Antelope Valley Air Pollution Control District not quite four years ago, there has been significantly increased awareness about the benefits of AFVs, which has resulted in increased vehicle demand and funding for AFV projects. This is evidenced by the \$1.5 million in grant monies issued through the AVAPCD for alternative fuel and vehicle projects since 1999. Under these programs, applications have been approved for two public-access natural gas fueling stations, one natural gas dump truck and nine natural gas refuse haulers. These projects have been funded and currently are under development.

There is steady public and private fleet demand for AFVs in the Antelope Valley, driven primarily by air quality concerns and the resulting the availability of incentives. Other market drivers include the threat of fleet rules requiring the use of alternative fuels and the potential for emissions reductions credits for the use of AFVs.

The most preferred and available alternative fuel in the Antelope Valley is natural gas, which costs \$1.14 per gasoline gallon equivalent (GGE) compared to gasoline at approximately \$1.70 per gallon.

Electricity is the second most preferred alternative fuel in the Antelope Valley. Currently, electricity costs approximately \$.33 per GGE.

It can be concluded that the major market obstacles for alternative fuels in the Antelope Valley have been lack of awareness on the part of fleet operators about the availability and benefits of using alternative fuels and lack of adequate, reliable fueling infrastructure.

### **Clean Air Act Amendments**

The Antelope Valley Air Pollution Control District falls under the requirements of the Clean Air Act Amendments due to its current designation by EPA as a severe ozone non-attainment area. Currently, there are no provisions in the State Implementation Plan or the local Air Quality Management Plan for alternative fuels.

### **Energy Policy Act**

The Antelope Valley is not regulated by the requirements of the Energy Policy Act (EPAct).

### **Local and State Laws and Incentives**

The Antelope Valley is covered by four major incentive laws passed in the State of California. These are described in detail below.

#### ***Carl Moyer Program***

Former Governor Wilson and the legislature authorized \$25,000,000 in Fiscal Year 1998-1999 to fund the Carl Moyer Program. The purpose of the program is to reduce emissions by providing grants for the incremental cost of cleaner heavy-duty vehicles and equipment such as on-road, off-road, marine, locomotive, stationary agricultural pump, forklift, and airport ground support engines. The grants are issued locally by air pollution control and air quality management districts that participate in the program.

The California Air Resources Board (CARB) is responsible for developing program guidelines. The guidelines adopted by CARB establish the program requirements for districts that choose to administer a local program, and they also describe the project criteria for the on-road, off-road, marine and locomotive and other projects that can be funded.

The three major program requirements are: 1) the district must provide \$1 in matching funds for every \$2 of Carl Moyer Program funding, 2) all projects approved for funding must follow the Carl Moyer Program Guidelines, principally to fund cleaner, heavy-duty vehicles and equipment; and 3) all projects funded must meet the cost-effectiveness criterion (\$12,000/ton NO<sub>x</sub> reduced).

In March 1999, the AVAPCD Governing Board authorized staff to submit an application to CARB for Carl Moyer funds. AVAPCD has been awarded \$302,571 in Carl Moyer funding for Fiscal Year 1998-99. Contracts totaling the full allocation must be executed with project proponents by June 30, 2000, or the unobligated remainder is subject to reallocation to other air districts. All Carl Moyer Program funds from this cycle must be expended by June 15, 2001 or the remainder may be allocated to other air districts.

#### ***AB 2766***

Assembly Bill 2766 (Sher) authorized air pollution control districts and air quality management districts to impose a \$1 to \$4 motor vehicle registration fee to provide funds for air districts to meet new

responsibilities mandated under the California Clean Air Act (CCAA). As enacted in the California Health & Safety Code (H & S Code), AB 2766 states that the fees shall be used to support district operated planning, monitoring, enforcement and technical studies necessary to implement the CCAA. An additional allowable use is to support programs that reduce air pollution from motor vehicles. CARB guidelines suggest that at least 50 percent of the total funds in a region should be used for projects that directly reduce mobile source emissions.

AVAPCD imposes a \$4 per vehicle AB 2766 fee within its jurisdiction. Approximately \$1,417,162 has been received through June 30, 1999. Using the CARB guidelines and designating 50% of AB 2766 receipts toward direct emission reducing programs, there will be approximately \$371,000 available to be distributed annually via a grant program such as the Mobile Source Reduction Program, subvention to local governments, or some combination of those approaches. Actual allocations will be subject to AVAPCD Governing Board approval.

#### ***AB 2061***

This newly-passed legislation provides for grants of up to \$9,000 for the purchase or lease of a new zero-emission vehicle.

#### ***Lower-Emission School Bus Program***

This program allocates \$50 million for lower-emission school buses. The funds are expected to be split into \$30 million for new buses which meet a specific NO<sub>x</sub> emission level and \$20 million for retrofit particulate traps for diesel buses

#### **Grants and Funding**

Under the Mobile Source Emission Program described above, the Antelope Valley Air Pollution Control District allocates 50% of the receipts from AB 2766 funds, which is a Department of Motor Vehicles surcharge. In late 1999, the District issued a Call for Projects with a total budget of \$850,000. In early 2000, the District awarded funds to Waste Management of Antelope Valley and Pinnacle CNG Systems to install compressed natural gas fueling infrastructure in Palmdale and Lancaster, respectively. Waste Management has amended their proposal to provide both liquefied and compressed natural gas. Both stations will allow public access.

A second round of AB 2766 funds was a direct allocation by the Governing Board to the two member cities (Lancaster and Palmdale) with a portion earmarked for the Coalition and a portion earmarked for the third round of Carl Moyer program funding match. The allocations will be determined annually.

The first round of Carl Moyer program funding (\$450,000) was awarded to Los Angeles County Public Works to purchase a new natural gas dump truck and to Waste Management of Antelope Valley to purchase nine new refuse haulers.

The second round of Carl Moyer program funding (\$225,000) was awarded in November 2000 , including a fleet request for the City of Lancaster and additional refuse haulers for Waste Management.

A third round of Moyer funding is estimated to be as much as \$600,000, which will be announced in 2001.

The Antelope Valley Air Pollution Control District will receive a portion of the new \$50 million school bus funding, current estimated at roughly \$300,000.

### **Current AFV and Infrastructure Situation**

There are currently a total of 190 AFVs operating in the Antelope Valley, including 133 NGVs, 15 electric vehicles, 10 propane vehicles and 32 flexible-fueled vehicles. This information was gathered by requesting that stakeholders and other AFV operators submit a list of AFVs in their fleets, including Vehicle Identification Numbers (VIN) where possible.

In addition, there are 15 AFV fueling sites operating in the Antelope Valley. These include 12 electric charging stations, two natural gas stations and one propane station.

The following list represents the current publicly accessible propane refueling stations.  
(Insert list here.)

Additional statistics are provided on the AFV and Alternative Refueling Site Charts listed on the following pages.

### Antelope Valley Clean Cities Coalition Stakeholder Commitment Chart

<b>Stakeholder Organization</b>	<b>Point of Contact</b>	<b>Area of Commitment</b>	<b>Specific Activities/Objectives &amp; Estimated Timelines</b>
Antelope Valley Air Pollution Control District	Bret Banks Operations Manager (661) 723-8070  Cynthia Ravenstein Transportation & Small Business Coordinator (760) 245-1661 ext. 5706	Coalition Commitment  Funding  Coalition Commitment	Serve on Steering Committee Coordinator for the Antelope Valley Clean Cities Coalition Provide the monthly meeting room for the AVCC Coalition meetings Administer AVAPCD Grants  Serve on Infrastructure Committee
Antelope Valley Schools Transportation Agency	Kenneth R. McCoy Chief Executive Officer (661) 945-3621	Coalition Commitment Vehicles Fueling Station	Serve on Steering Committee Purchase 6 additional CNG School Buses by 2005 Operate CNG fueling station
Antelope Valley Transit Authority	Bill Budlong Executive Director (661) 726-2616 ext. 603	Coalition Commitment	Serve on Vehicles Committee
City of Lancaster	Richard Long Environmental Compliance Officer	Coalition Commitment Fueling Station	Serve on Vehicles Committee Build one natural gas fueling station by 2005

### Antelope Valley Clean Cities Coalition Stakeholder Commitment Chart

<b>Stakeholder Organization</b>	<b>Point of Contact</b>	<b>Area of Commitment</b>	<b>Specific Activities/Objectives &amp; Estimated Timelines</b>
	(661) 723-6093 Richard Collins Administrative Assistant (661) 732-6122	Coalition Commitment	Serve on Vehicles Committee
City of Palmdale	Mike Dispenza Mayor Protem (661) 947-3839  Sharon McCaughey Senior Planner (661) 267-5294	Coalition Commitment  Coalition Commitment Fueling Station	Provide support and share the Antelope Valley Clean Cities Coalition message during community activities and functions.  Serve on the Infrastructure Committee Build natural gas fueling station by 2005
County of Los Angeles Public Works Dept.	John Adkins Fleet Manager Dept. Public Works (626) 458-7315	Vehicles	Purchase 1 heavy duty AFV by 2005
Delta Liquid Energy	Ben Freeman District Sales Manager (661) 940-3120  Mike Loguidice	Coalition Commitment	Serve on Outreach Committee Serve on Vehicles Committee Serve on Infrastructure Committee

### Antelope Valley Clean Cities Coalition Stakeholder Commitment Chart

<b>Stakeholder Organization</b>	<b>Point of Contact</b>	<b>Area of Commitment</b>	<b>Specific Activities/Objectives &amp; Estimated Timelines</b>
	Regional Sales Manager (661) 323-2700	Vehicles	Purchase 2 additional AFVs by 2005
Edwards Air Force Base	Brooks Warren U.S. General Services Administration, Service Representative (661) 277-8563	Vehicles	Purchase an additional 38 AFVs by 2005
Greater Antelope Valley Economic Alliance	Larry Grooms President & CEO (661) 945-2741	Coalition Commitment	Serve on Outreach Committee
Lockheed Martin	Pat Gavin Human Resource Administrator (661) 572-47334	Fueling Station	Operate and maintain one LPG fueling station
Mojave Desert Air Quality Management District	Jean Bracy Director of Administrative Services (760) 245-1661 ext. 6214	Coalition Commitment	Serve on Steering Committee
	Violette Roberts	Coalition Commitment	Serve on Steering Committee



### Antelope Valley Clean Cities Coalition Stakeholder Commitment Chart

<b>Stakeholder Organization</b>	<b>Point of Contact</b>	<b>Area of Commitment</b>	<b>Specific Activities/Objectives &amp; Estimated Timelines</b>
	Public Information Officer (760) 245-1661 ext. 6104		Support the Antelope Valley Clean Cities Coalition by informing the public through publishing press releases and by incorporating the AVCC Coalition message into MDAQMD community activities and functions.
Pinnacle CNG	Pat Oekerman Technical Sales (520) 360-1331	Coalition Commitment Fueling Stations	Serve on Infrastructure Committee Build one natural gas fueling station by 2005
Southern California Edison	Alis Clausen Region Manager, Public Affairs (661) 726-5615	Coalition Commitment Recharging Stations	Serve on Outreach Committee Maintain and operate 12 recharging stations
Southern California Gas Co.	Steve Anthony Account Manager (213) 244-3583	Coalition Commitment Vehicles	Serve on Outreach Committee Serve on Infrastructure Committee Purchase 38 additional AFVs by 2005
State of California	Dara Lee Dubois Energy Specialist (916) 654-4651	Coalition Commitment	Provide support and information regarding the availability of State grants
U.S. Department of Energy	Julia Oliver Clean Cities Regional Program	Advisory	Serve as advisor to Steering Committee

### Antelope Valley Clean Cities Coalition Stakeholder Commitment Chart

<b>Stakeholder Organization</b>	<b>Point of Contact</b>	<b>Area of Commitment</b>	<b>Specific Activities/Objectives &amp; Estimated Timelines</b>
	Manager (510) 637-1952		
Waste Management	Hugh A. Walker District Landfill Manager (661) 223-3437	Fueling Station Vehicles	Build one natural gas fueling station by 2005 Purchase 15 AFVs by 2005

### Antelope Valley Clean Cities Coalition AFV Market Summary Chart

Company/Fleet Symbols
Vehicle Number Symbols

\* = stakeholder fleet    #B = Bi-Fuel Vehicles

✓ = fleets covered by EPA Act    #M = Medium-Duty Vehicles

#H - Heavy-Duty Vehicles

	Current AFV Numbers							Projected AFV Numbers through 2005						
Company /Fleet	Total # AFVs	CNG	LNG	LPG	E-85 M-85	Electric	Biodiesel	Total # AFVs	CNG	LNG	LPG	E-85 M85	Electric	Biodiesel
*✓ Antelope Valley School Transportation Agency (AVSTA)	19	19						25	25					
*✓ City of Lancaster	10	10						10	10					
*✓ City of Palmdale	6	1				5		6	1				5	
County of Los Angeles Public Works Dept.	2				2			3				3		
* Delta Liquid Energy	9			9				11			11			
Devore Insulation	1			1				2			2			
* Edwards Air Force Base	118	D- 6 B-82			30			156	D-6 B-100			50		

### Antelope Valley Clean Cities Coalition AFV Market Summary Chart

Company/Fleet Symbols
Vehicle Number Symbols

\* = stakeholder fleet    #B = Bi-Fuel Vehicles

✓ = fleets covered by EPA Act    #M = Medium-Duty Vehicles

#H - Heavy-Duty Vehicles

	Current AFV Numbers							Projected AFV Numbers through 2005						
Company /Fleet	Total # AFVs	CNG	LNG	LPG	E-85 M-85	Electric	Biodiesel	Total # AFVs	CNG	LNG	LPG	E-85 M85	Electric	Biodiesel
G N Performance Plumbing	2			2				3			3			
Gilland Masonry	1			1				1			1			
Gillins & Associates	1			1				2			2			
Lancaster School District	2			2				2			2			
Lockheed Martin	1			1				1			1			
McKesson Water	5			5				10			10			
Schwans Ice Cream	7			7				12			12			
*✓ Southern California Edison	10					10		10					10	
* Southern California	15	15						53	52	1				

### Antelope Valley Clean Cities Coalition AFV Market Summary Chart

Company/Fleet Symbols
Vehicle Number Symbols

\* = stakeholder fleet    #B = Bi-Fuel Vehicles

✓ = fleets covered by EPA Act    #M = Medium-Duty Vehicles

#H - Heavy-Duty Vehicles

	Current AFV Numbers							Projected AFV Numbers through 2005						
Company /Fleet	Total # AFVs	CNG	LNG	LPG	E-85 M-85	Electric	Biodiesel	Total # AFVs	CNG	LNG	LPG	E-85 M85	Electric	Biodiesel
Gas														
* Waste Management	0							15		15				

### Antelope Valley Clean Cities Coalition Infrastructure Summary Chart

\* = stakeholder organization

✓ = publicly accessible station

	Current Refueling/Recharging Sites						Projected Refueling/Recharging Sites through 2005					
Company/Fleet	CNG	LNG/LCNG	LPG	E-85 M-85	Electric	Biodiesel	CNG	LNG/LCNG	LPG	E-85 M-85	Electric	Biodiesel
*✓ Antelope Valley School Transportation Agency (AVSTA)	1						1					
* Air Force Plant 42	1						1					
*✓ City of Lancaster							1					
*✓ City of Palmdale							1					
* Delta Liquid Energy			1									
* Lockheed Martin			1						1			
*✓ Pinnacle							1					
* Southern California Edison					12						12	
* Waste Management								1				



Objective 2.3 Identify AFVs that are not currently being used; assist stakeholders to develop plans to get them in use.

Committees and/or Stakeholders Responsible: Vehicles

To be Completed By: 9/30/01

Objective 2.4 Develop Clean Cities Awards for fleets that increase use of alternative fuel and/or companies that exceed goals.

Committees and/or Stakeholders Responsible: Vehicles; Infrastructure; Outreach

To Be Completed By: 12/31/03

Objective 2.5 Disseminate information to stakeholders and others about HOV lane access for AFVs.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 9/30/01

### **Goal 3. Increase the Number of Natural Gas Fueling Stations to 5 by 2005.**

Objective 3.1 Use AB 2766 funds to assist in construction of Pinnacle and Waste Management natural gas stations by June 30, 2001.

Committees and/or Stakeholders Responsible: Steering; Infrastructure

To Be Completed By: 6/30/01

Objective 3.2 Obtain funding for and build one additional public natural gas station in Palmdale and one in Lancaster by 12/31/03.

Committees and/or Stakeholders Responsible: Steering; Infrastructure

To Be Completed By: 12/31/03

Objective 3.3 Obtain funding for and build one additional natural gas station at Air Force Plant 42 by 12/31/04.

Committees and/or Stakeholders Responsible: Steering; Infrastructure

To Be Completed By: 12/31/04



Objective 3.4 Obtain funding to purchase FuelMaker units to loan to “new” NGV fleets to help increase demand for public fueling.

Committees and/or Stakeholders Responsible: Steering; Infrastructure  
To Be Completed By: 12/31/01

Objective 3.5 Work with Gladstein & Associates to complete the process of making the Antelope Valley part of the Interstate Clean Transportation Corridor project.

Committees and/or Stakeholders Responsible: Steering; Infrastructure  
To Be Completed By: 3/31/01

Objective 3.6 Develop card reader that will read any type credit card.

Committees and/or Stakeholders Responsible: Infrastructure  
To Be Completed By: 12/31/01

**Goal 4. Increase the Number of Clean Cities Coalition Stakeholders to 60 by 2005, obtaining 30% of membership from private fleets.**

Objective 4.1 Develop and implement a marketing plan for key fleets to interest them in using alternative fuels as well as becoming a member of the Antelope Valley Clean Cities Coalition.

Committees and/or Stakeholders Responsible: Outreach  
To Be Completed By: 12/30/01

Objective 4.2 Kick off Clean Cities re-designation with an informational event/membership drive.

Committees and/or Stakeholders Responsible: Outreach (with support from all other committees)  
To Be Completed By: 6/30/01

Objective 4.3 Develop effective Clean Cities marketing message and appeal for key community

groups including the Antelope Valley Board of Trade, Chambers of Commerce and others; meet with key members of each association and enlist their membership and support.

Committees and/or Stakeholders Responsible: Outreach (with support from all other committees)

To Be Completed By: 6/30/01

Objective 4.4 Structure the Antelope Valley Air Pollution Control District grant applications to include bonus points if applicant is a member of the Clean Cities Coalition.

Committees and/or Stakeholders Responsible: Steering

To Be Completed By: 3/30/01

**Goal 5. Participate with Other AFV Organizations to Support Legislative Agendas and Issues that Support AFVs.**

Objective 5.1 Work with the California NGV Coalition and other organizations to educate state legislators regarding the benefits natural gas, propane and electric vehicles.

Committees and/or Stakeholders Responsible: Steering; Outreach

To Be Completed By: Ongoing

Objective 5.2 Enlist the support of lobbyists working for local entities for alternative fuels legislation, if available.

Committees and/or Stakeholders Responsible: Steering (with support from all other committees)

To Be Completed By: Ongoing

**Goal 6. Educate government officials, private fleet operators and other appropriate audiences about the benefits of Clean Cities and alternative fuels.**

Objective 6.1 Develop a clear message about the Antelope Valley Clean Cities Coalition, its mission, goals, objectives and members.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 6/30/01

Objective 6.2 Incorporate the “message” in 6.1 into a brochure, an electronic web message and a speakers’ presentation; link web site with other appropriate sites.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 9/30/01

Objective 6.3 Distribute the materials developed in 6.2 to each stakeholder, who in turn, will make presentations to management within their own organizations.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 12/30/01

Objective 6.4 Hold a public re-designation ceremony with appropriate public relations and media attention.

Committees and/or Stakeholders Responsible: Outreach (with support of all other committees)

To Be Completed By: 6/30/01

Objective 6.5 Draft and distribute articles and news releases on the benefits of alternative fuels and Clean Cities for employee newsletters and other publications.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: Ongoing

Objective 6.6 Create speakers' bureau to include stakeholders who will make presentations at meetings of entities such as the Antelope Valley Board of Trade, the Antelope Valley Air Pollution Control District about the Antelope Valley Clean Cities Coalition and alternative fuels.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 9/30/01

Objective 6.7 Provide outreach to public schools with educational materials and other resources.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 12/30/01

Objective 6.8 Incorporate Clean Cities into the AVAPCD's participation in public events such as Palmdale Fall Festival, Antelope Valley Board of Trade Outlook Conference, Lancaster Poppy Festival, Earth Fair, Transportation Days at various malls, school career days, etc.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: Ongoing

Objective 6.9 Develop and distribute informational brochure to stakeholders and others about the benefits of using alternative fuels, how and where to fuel, etc.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 3/30/02

Objective 6.10 Create standing column in AVAPCD newsletter, "Airwaves," and add all Coalition members to mail list.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 3/30/01

Objective 6.11 Create membership packet for potential stakeholders using national and local Clean Cities materials.

Committees and/or Stakeholders Responsible: Outreach

To Be Completed By: 6/30/01

Objective 6.12 Organize and implement annual Clean Cities Advancing the Choice events to educate fleet operators/managers.

Committees and/or Stakeholders Responsible: Outreach (with support from all other committees)

To Be Completed By: Annually

Objective 6.13 Solicit local government agencies to incorporate support for Clean Cities in their project environmental determinations.

Committees and/or Stakeholders Responsible: All

To Be Completed By: Ongoing

## **Goal 7. Make Application For and Receive Adequate Funding for Clean Cities Activities.**

Objective 7.1 Ensure continued commitment from the Antelope Valley Air Pollution Control District Governing Board for funding for AFV projects.

Committees and/or Stakeholders Responsible: Steering  
To Be Completed By: Ongoing

Objective 7.2 Develop annual operating budget for Coalition.

Committees and/or Stakeholders Responsible: Steering  
To Be Completed By: Ongoing

Objective 7.3 Identify and apply for grants/funding opportunities for ongoing Coalition administration.

Committees and/or Stakeholders Responsible: Steering  
To Be Completed By: Ongoing

Objective 7.4 Identify and apply for grants/funding opportunities for vehicle incentives, fueling infrastructure additions and other capital projects.

Committees and/or Stakeholders Responsible: Steering  
To Be Completed By: Ongoing

### **Monitoring and Reporting**

The Steering Committee will meet quarterly to discuss progress towards implementing the plan. Each chairman will provide a brief written and verbal report of his/her committee's progress to the Steering Committee on a quarterly basis.

An Annual Report will be made both to the Steering Committee and to DOE.

## ORGANIZATIONAL STRUCTURE AND CONTACT INFORMATION

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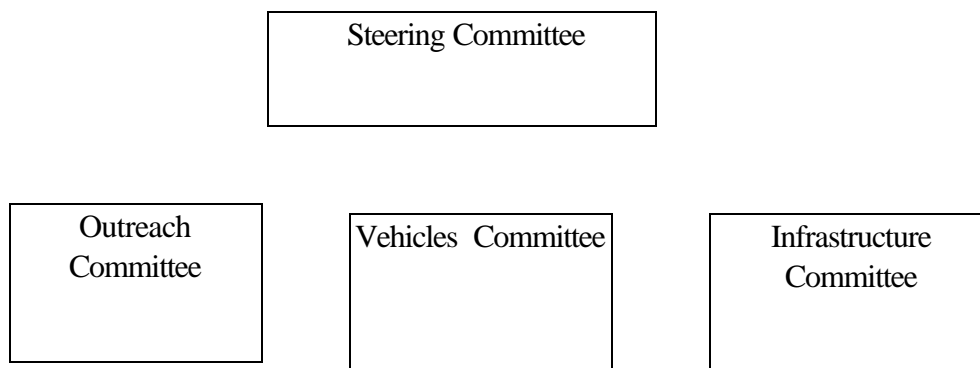
### Clean Cities Coalition Home Base

The home base for the Antelope Valley Clean Cities Coalition resides with its coordinator, Bret Banks. Specific information is:

Bret Banks, Operations Manager  
Antelope Valley Air Pollution Control District  
43301 Division St. #206  
Lancaster, CA 93539  
(661) 723-8070  
FAX (661) 723-3450

### Organizational Structure

The Antelope Valley Clean Cities Coalition has the following organizational structure.





***Steering Committee***

The Steering Committee is composed of the DOE Regional Clean Cities Program Manager, the Coordinator and the chairs and vice chairs of each committee. The Steering Committee will elect its own chair whose term will be one year. This committee will serve as fund raising and ad hoc legislative committee.

***Outreach Committee*****Chairman** *(to be elected at the January 2001 meeting)***Vice Chairman** *(to be elected at the January 2001 meeting)*

Larry Grooms, Greater Antelope Valley Economic Alliance

Ben Freeman, Delta Liquid Energy

Alis Clausen, Southern California Edison

Steve Anthony, Southern California Gas

Violette Roberts, Antelope Valley Air Pollution Control District

Shirley Marchant, Antelope Valley Air Pollution Control District

***Vehicles Committee*****Chairman** *(to be elected at the January 2001 meeting)***Vice Chairman** *(to be elected at the January 2001 meeting)*

Bill Budlong, Antelope Valley Transit Authority

Richard Collins, City of Lancaster

Richard Long, City of Lancaster

Ben Freeman, Delta Liquid Energy

***Infrastructure Committee*****Chairman** *(to be elected at the January 2001 meeting)***Vice Chairman** *(to be elected at the January 2001 meeting)*

Pat Oekerman, Pinnacle CNG

Steve Anthony, Southern California Gas

Sharon McCaughey, City of Palmdale

Cynthia Ravenstein, Antelope Valley Air Pollution Control District

Ben Freeman, Delta Liquid Energy